

**NEW YORK STATE BRIDGE AUTHORITY
ANNUAL REPORT PER SECTION 2800 OF PUBLIC AUTHORITIES LAW
OPERATIONS, ACCOMPLISHMENTS AND PROJECTS UNDERTAKEN
YEAR ENDED 12/31/07**

The mission of the New York State Bridge Authority is to maintain and operate the vehicle crossings of the Hudson River entrusted to its jurisdiction for the economic and social benefit of the people of the state.

In 2007, the Authority continued to meet this mission as it operated six superstructures, with a replacement value over \$1.2 billion, together with their ancillary facilities, at one of the lowest tolls anywhere. In fact, since it came into existence 76 years ago, the Authority has raised tolls only twice and its basic \$1.00 round trip automobile rate is actually lower than that charged for the first crossing in 1933.

In terms of maintaining these bridges, which now average 60 years of age, there is a need for constant monitoring and care. Given the proper maintenance, these spans have an indefinite lifetime. To that end, the Bridge Authority's capital improvement program is driven by annual bridge inspections conducted by independent engineers. Each year three bridges get in-depth detailed biennial inspections that meet or exceed the criteria of both federal and state mandatory bridge inspection programs. The inspectors also do a thorough, but less intensive, inspection of the other three bridges to review the maintenance work done since the last biennial inspection and to identify changing conditions that may require an immediate response.

Major bridge projects expenses in 2007 included: \$8.4 million for lead abatement and bridge painting at the Rip Van Winkle Bridge; variable message signage and lane use signaling replacement as well as security systems and cameras at a cost of \$2.0 million at the Mid-Hudson Bridge; \$.8 million to provide municipal water and sewer to the Mid-Hudson Bridge facility; a full electrical upgrade and power modification on the Bear Mountain Bridge totaling \$1.4 million; and \$1.0 million for the periodic evaluation of the main cable of the Bear Mountain Bridge.

In the first quarter of 2007, Moody's Investors Service recognized the Authority's low toll rates and bridge conditions when it reaffirmed the Bridge Authority as one of only three toll funded government transportation agencies in the country to receive an Aa2 rating on its outstanding bonds.